

REMARKS

Reconsideration and allowance are respectfully requested. Claims 19 and 22 have been amended. Claims 14-19 and 22-24 are pending.

A Petition to Revive this application abandoned unintentionally is filed herewith.

Applicants note that inventors Cohen and Michioka have been removed in the paper filed on September 7, 2004. Thus, Applicants request the Examiner to change the First Named Inventor to "Pace".

Claims 14-24 stand rejected under 35 U.S.C. 112, first paragraph. Claims 19 and 22 have been amended to remove this rejection. In particular, claims 19 and 22, as amended, recite that the passages terminate into a seat exit passage. With reference to Fig. 3 of the specification, this seat exit passage is shown at 143 and is described on page 5, lines 26-29 of the specification. The seat exit passage 143 is different from outlet 14, but communicates therewith. Thus, the claims as amended are fully supported by the specification. Therefore, the rejection should be withdrawn.

Claims 14-18 and 22-24 stand rejected under 35 U.S.C. 112, second paragraph. The Examiner contends that in claim 13, "an exit passage" appears to be a double inclusion of the fuel outlet. Applicants assume the Examiner is rejecting claims 19 and 22, since claim 13 has been canceled. In any event, as noted above, the claimed exit passage (e.g., item 143 in Fig. 3) in the seat is different from the outlet (e.g., item 14 in Fig. 1). Thus, rejection should be withdrawn.

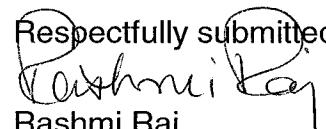
Claims 14-19 and 22-24 stand rejected under 35 U.S.C. 102(b) as being anticipated by Furuya et al. Claim 19 has been amended to recite that the passages have ends that terminate into a seat exit passage and an end of at least one of the plurality of passages is at a different distance from the longitudinal axis than the ends of the other passages. Fig. 1 of Furuya et al. shows the ends of passages 25 that terminate into exit passage 26 to be at the same distance from the longitudinal axis. Also, Fig. 2 of Furuya et al. shows that the ends 9 of the passages that terminate into the exit passage 10 are at the same distance from the longitudinal axis. Since Furuya et al. fail to disclose each feature of claim 19, as amended, the rejection should be withdrawn.

With regard to claim 22, the claim has been amended to recite that the passages have ends terminating into a seat exit passage and that an end of at least one of the plurality of passages has a different cross-section than ends of the other passages. As clearly shown in Fig. 6 of the specification, end of passage 152 has a cross-section that is different from that of end of passage 151. In Fig. 1 of Furuya et al. end of passage 25 that communicates with the left side of exit 26 has the same cross-section as end of passages 25 that communicates with the right side of exit 26. With regard to Fig. 2 of Furuya et al., the end of passage 9 that communicates with the left side of recess 10 has the same cross-section as the end of passage 9 that communicates with the right side of recess 10. Since Furuya et al. fail to disclose each feature of claim 22, as amended, the rejection should be withdrawn.

Claims 14-19 and 22-24 stand rejected under the judicially created doctrine of obviousness-type double patenting. A Terminal Disclaimer and appropriate fee accompany this Amendment to remove the rejection.

EXCEPT for issue fees payable under 37 C.F.R. 1.18, the Commissioner is hereby authorized by this paper to charge any additional fees during the entire pendency of this application including fees due under 37 C.F.R. 1.16 and 1.17 which may be required, including any required extension of time fees, or credit any overpayment to Deposit Account 19-2179. **This paragraph is intended to be a CONSTRUCTIVE PETITION FOR EXTENSION OF TIME in accordance with 37 C.F.R. 1.136(a)(3).**

All objections and rejections having been addressed, it is respectfully submitted that this application is in condition for allowance and a Notice to that effect is earnestly solicited.

Respectfully submitted,
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